

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,300 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,993 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butchart.

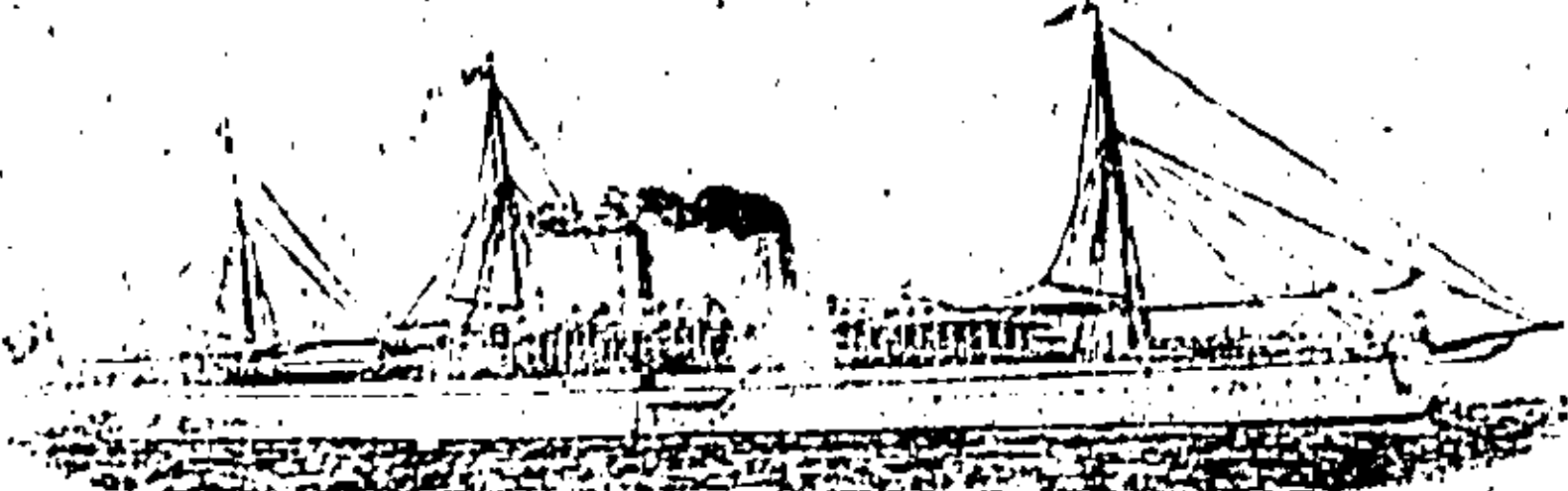
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shui-King, Luk-Po, Luk-To, Lo-Fing-Hai, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN".....	6,000	THURSDAY, September 27	October 15
"MONTEAGLE".....	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA".....	6,000	THURSDAY, October 25	November 12
"TARTAR".....	4,475	WEDNESDAY, October 31	November 24
"EMPRESS OF INDIA".....	6,000	THURSDAY, November 22	December 10
"ATHENIAN".....	3,884	WEDNESDAY, November 28	December 22

Intermediate steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Railways £40. £42.
 Steamers, and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
 SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.
 SAM WANG Co.
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,300...T. R. MEAD.
 "KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
 Passage Fare—Single Journey \$4 each.
 Meals\$1 each.

ALSO
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth\$2.00
 return \$2 " " " "3.00
 Servants' passages must be paid for.
 Breakfast, Tiffin and Dinner, \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.
 Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
ROON.....	WEDNESDAY, 21st November.
BUELOW.....	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PRINZ LUDWIG.....	WEDNESDAY, 27th February.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 24th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th September.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,277	WEDNESDAY, 19th September, 4 P.M.
PRINZ SIGISMUND.....	3,302	TUESDAY, 16th October.
WILLEHAD.....	4,763	TUESDAY, 13th November.

ON WEDNESDAY, the 19th day of September, 1906, at 4 P.M., the Steamship PRINZ WALDEMAR, Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY.....	\$31.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 YOKOHAMA & KOBE.....PRINZ SIGISMUND *.....WEDNESDAY, 26th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ LUDWIG.....WEDNESDAY, 26th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZESS ALICE.....WEDNESDAY, 10th October.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:
 1st Class
 TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....\$62. 0. 0.
 TO BREMEN.....65. 10. 0.
 TO PARIS VIA CHERBOURG.....65. 0. 0.
 TO NAPLES, GENOA VIA GIBRALTAR.....65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 14th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Soots, A. 1. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAHU.....	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS.....	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS.....	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 12th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

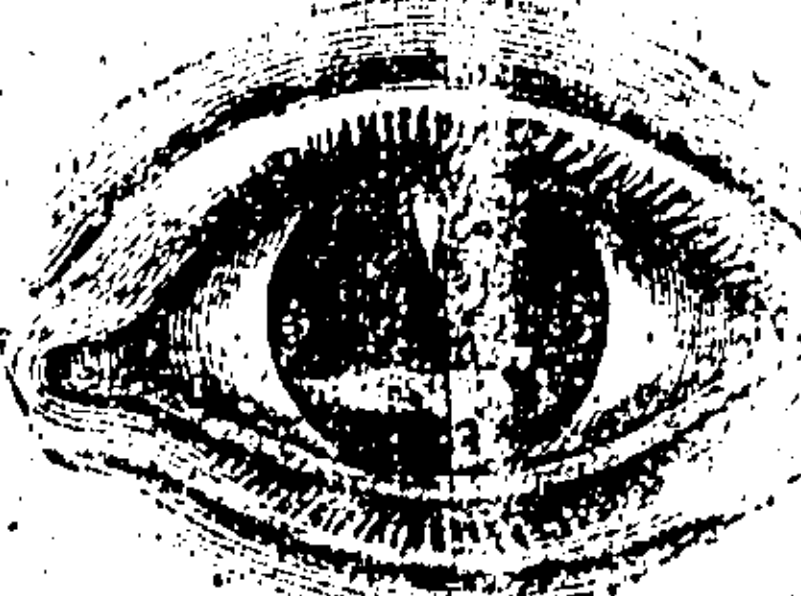
S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905

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EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
 Hongkong, 11th September, 1905.

NIKKO CO.

WHOLESALE and RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices,
 Orders Promptly Executed.

No. 5, ARSENAL STREET
 Hongkong,
 Hongkong, 28th April, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless),
 STUFFED OLIVES,
 SARDINES (Boneless),
 Do. AU CITRON,
 FISH PASTE FOR SANDWICH,
 PUREE DE FOIE GRAS Do.

AND
 Other Pic-nic size tins of PRESERVES.

FRENCH BISCUITS,
 HUNTLEY & PALMER'S BISCUITS and

CAKES,
 CROISSANT and BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHOP, &c.

ALSO
 GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.
 Hongkong, 31st July, 1906.

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Intimation.

Powell's

ALEXANDRA
BUILDINGS.SEE
LARGE
WINDOWfor
SPECIAL SHOWof
MIRZAPORE
RUGS

VARIOUS SIZES,

\$18.50

to

\$60.00

Each.

SPLENDID

VALUE.

WM. POWELL,
LTD.,

Complete

House Furnishers,
HONGKONG.

Hongkong, 12th September, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAIN),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.THE ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS in the
above Company will be held at the Company's
Offices, on SATURDAY, the 29th
September, at Noon, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to 30th June,
1906.The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to 29th
September, both days inclusive.DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 17th September, 1906.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKREASONABLE PRICES.
Hongkong, 9th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STOREat
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 1st March, 1906.KWONG SANG & Co.,
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies' and
Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1905.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

TO-MORROW,

(WEDNESDAY), the 19th September, 1906,
at 10 A.M., at H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,

Comprising:—

BOATS' ENGINES and BOILERS,
LATHE, TURNABLE, ANCHORS,
MOORING SINKERS, RIGGING, TWO
CRANES, BOATS, OLD CABLE CHAIN,
ELECTRIC CABLE, STEEL WIRE
HAWKERS, BRASS, COPPER, IRON,
PAPER-STUFF, CANVAS, FURNITURE,
MISCELLANEOUS TOOLS, BLANKETS,
WINTER CLOTHING and MATERIALS,
CASK STAVES, KNEE BOOTS, SUR-
PLUS PROVISIONS including MARMA-
LADE and COFFEE, OFFICERS' MESS
TRAPS, TOBACCO, &c., &c.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 18th September, 1906.

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE
CONCERTwill be held on the
VOLUNTEER PARADE GROUND,

on

THURSDAY,

September 20th, at 9.15 P.M.,
and if wet that night, then on Friday,
the 21st September.Tickets (\$2 and \$1)
may be obtained from Volunteer Headquarters
and from Messrs. Kelly & Walsh.

Hongkong, 15th September, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS ON PRAVA EAST.

A HOUSE in CLYTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

SHAMEEN, CANTON.

TO LET.

No. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 CENTS) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.KWANTUNG SHIPPING
REGULATIONS.

AN IMPORTANT NOTICE.

The first number of the *Official Gazette*,
issued by the Kwantung Government-General
on the 1st instant contains a number of
regulations of great importance to foreign ship-
pers, for whose guidance we (*Japan Chronicle*)
append the following translation:—1.—The port of Tairen shall be used for
foreign shipping, and no vessels other than
Chinese junks, steamers, and sailing-ships
shall be allowed to engage in coasting trade in
the Kwantung district.2.—All vessels shall discharge and take on
passengers and cargo only at the moorings
appointed by the chief of the local administra-
tion office.3.—Captains of vessels arriving at Tairen
shall immediately report to the local adminis-
trative authorities or the police the following
particulars:—(a.) Description of vessels; (b.)
Name and code signal; (c.) Name of owner;
(d.) Port of registry; (e.) Gross and registered
tonnage; (f.) Draught, fore and aft; (g.)
Names of crew; (h.) Description, quantity and
value of the cargo and port of shipment; (i.)
Passenger list, giving name, address, nation-
ality, rank, occupation, and age of each pas-
senger; (j.) Port of clearance, and particulars
of calls made en route; (k.) Date of proposed
sailing from Tairen and destination; (l.)
Incidents during the voyage.4.—Vessels arriving in Tairen Bay shall not
be allowed to communicate with other vessels,
or send passengers or crew ashore, or discharge
cargo before quarantine inspection.5.—Any vessel on which infectious disease
may have occurred or coming from an infected
port, or having on board any person who has
visited an infected ship, shall hoist at the fore-
mast a yellow flag by day and red and white
lights by night as a signal to the quarantine
authorities. Such vessels must lie 1½ miles
from the shore, and await instructions from the
quarantine authorities.6.—If a case of infectious disease occurs on
a vessel lying in harbour, the quarantine signal
shall be raised, and the ship shall neither land
passengers or cargo, communicate with another
vessel, nor attempt to leave the port until after
quarantine inspection or disinfection.7.—Should an infectious case occur at a port
where no quarantine office is established, the
vessel concerned must leave by order of the
police for a port where a quarantine office
exists, and there pass inspection.8.—The foregoing provisions referring to
quarantine shall not apply to hospital-ships.9.—Vessels lying at anchor in port shall fly
their national flag by day, and display the
usual lights at night in accordance with the
regulations for preventing collision at sea.10.—The captain of a vessel about to sail
shall report five hours before leaving the follow-
ing particulars to the local administrative or
police authorities:—(a.) Date of departure; (b.)
Description of vessel; (c.) Name of vessel; (d.)
Description, quantity, value, and destination
of cargo; (e.) Passenger list, giving name,
address, nationality, rank, occupation, and age
of each passenger; (f.) Port of ultimate destina-
tion, calls en route, with dates of probable
arrival.11.—The head of the local administrative
office shall have power to send a competent
official to inspect any vessel and to stop the
landing or shipping of passengers and cargo,
or to prevent the crew from landing.12.—The infraction of Regulation 4 to 7
inclusive is punishable by a fine not exceeding
Y100. Infraction of Nos. 2, 3, 9, and 10, or
opposing or disobedience to the official
mentioned in Regulation 11, is punishable by
a fine not exceeding Y50.13.—Minor regulations shall, when deemed
necessary, be made by the Director of the
Kwantung Administrative Bureau.Supplementary Regulations.—This Or-
dinance, shall take effect from the day of issue.
The regulations previously observed in
reference to Russian ships shall remain in
force for the present.

SHANGHAI.

LAWS TO BE ENFORCED ON THE PACIFIC
COAST.The Pacific Coast, the last home of the
shanghaiers and the crimp in the New World,
is determined to remove that reproach. The
State of Washington has given the blood-
money men of Seattle and Puget Sound notice
that the stringent laws will be enforced, and
how the Canadian Government has appointed
Mr. Alexander Henderson, judge of the County
Court of Vancouver, a special commissioner to
inquire into all the transactions of the shipping
office here.The newspapers have told of late such ter-
rible stories of men being enticed to drink,
then, as often as not, doped and placed aboard
"windjammers," that the Marine and Fisheries
Department at Ottawa has taken official cogni-
sance of the complaints.The "shanghaiing" of an old man of 68,
named Keating, and the mysterious disappear-
ance of a 15-year-old boy called Chisholm,
who ran away to sea, have been instru-
mental in deciding the Government to ap-
point the Commission. It is impossible to say
just how many men have been made drunk in
water-front hotels and shipped on board sailing
vessels in an unconscious condition; but that
many have been treated this way in the last few
years is absolutely certain. Of course, it is unlaw-
ful for the shipping office to allow men to be
signed on when they are in a state of intoxica-
tion, and it will be the duty of the commissioner
to find out if the local officials were aware that
men whom they allowed to be placed on ships
were in an irresponsible condition.Two men shipped as sailors, one in
Vancouver and the other in New Westminster,
have been released recently, after police-court
inquiries, both of whom claimed that they had
been made intoxicated by "runners" and then
shipped as able-bodied seamen. The Domin-
ion Government is determined that this sort
of thing shall be done away with. The ship-
ping master says he courts the fullest
investigation.—*Ex.*

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a
want of proper nourishment and enough of it.
Now-a-days they call this condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period;
the story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WAMPOL'S PREPARATION

and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound-Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation,
its application has never failed us in any case,
even the most aggravated bordering on
consumption. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine,—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1906.

S.S. "OCEANIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Atalapha* and *Guadiana*, from Havre
ex s.s. *Malapan*, and from Bourdeaux ex
s.s. *Frederic Morel*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 24th September, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 24th September, or they will not be recog-
nised.All damaged packages will be examined on
MONDAY, the 24th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th September, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 21st instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
28th instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th September, 1906.

Intimations.

VIOLIN AND MUSIC LESSONS.

LADY VIOLINIST can spare a couple
hours daily for lessons in VIOLIN and
MUSIC to Ladies and Children. Private Tuition.
For Terms, apply to—

"B."

C/o *Hongkong Telegraph*.

Hongkong, 8th September, 1906.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from
the Military Authorities that GUN PRAC-
TICE will be carried out as under:—On SATURDAY and MONDAY, 22nd and
24th September:—From West of Stonecutters Island, in a
South-Westerly direction, at ranges up
to 6,000 yards, commencing at 9.30 A.M.,
and finishing at 12 noon.If the weather is unfavourable on any of
the above dates, Practice will take place on the
following day.All ships, junks and other vessels are to
keep clear of the ranges.

L. BARNES-LAWRENCE,

Captain, R.N.,

Harbour Master, &c.

Hongkong, 11th September, 1906.

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:—1. Whether the administration of the Sanitary
and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'

Per Case of 4 doz. quarts ...\$16.50

Per Doz. quarts 4.20

Per Case of 6 doz. pints 16.50

Per Doz. Pints 2.75

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any reported statements, nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 18, 1906.

AN ENIGMATICAL AGREEMENT.

In a special telegram, published in yesterday's issue, our Shanghai representative reported that: "An agreement has been arrived at by the terms whereof it is probable that Russians and Japanese will be allowed to travel freely in Manchuria." It is rather difficult to arrive at the exact importance to be attached by foreign nationalities to such an agreement, for if its terms be taken literally it implies that the two countries lately at war are now on the best of terms, and are prepared to help each other to develop and apportion that debatable land to the exclusion of all others. There is the possibility, however, that the agreement is not intended to operate to the disadvantage of other nations, the brevity necessary in a special wire being responsible for the somewhat serious aspect which the telegram connotes from the point of view of foreign traders generally. Less than three weeks ago Japan declared 'Taiwan open' to all traders and granted the additional and unexpected concession of permitting foreign vessels to trade between Taiwan and the open ports of Japan. That was quite in accordance with the expressed promise given by Japan in the early days of the struggle in the north, but it signalled the beginning or crystallisation of many huge trade developments in Manchuria. We have heard of the activity of Japan in connection with the coal mines in Manchuria. It has also been stated that

Japanese company has been formed with a capital of ten million yen to run steamers from Taiwan to Hongkong and Shanghai in direct opposition to the lines which have hitherto obtained a fair share of the trade in the north. And in other directions it was clear that Japan was determined to secure for herself the fruits of victory in respect of the trade with Manchuria. But it was always emphasised by Japanese statesmen that no dog-in-the-manger policy was contemplated. The rapprochement of the two Powers in the north, however, is not reassuring. While foreign traders were allowed to enter Taiwan, it seemed to be Japan's intention to open up the whole country to the world. The statement that Japan has entered into a special agreement with Russia on the subject of travel in Manchuria opens out a new vista for speculation. Nobody dreams that Japanese and Russian subjects desire to travel in that fertile province for the benefit of their health. It must be regarded as a business proposition pure and simple, and it would appear to be aimed at those enterprising interlopers who would seek to strive after a portion of the trade which will be supplied by Manchuria next year. The question is whether our ally will be prepared to sign similar agreements with Great Britain, Germany and the United States? Russia has, of course, 'territorial' considerable interests in the Chinese territory and it was because Russia seemed disposed—and not only seemed but showed it to be her ultimate purpose—to maintain Manchuria as a close preserve for her own nationals that the war was brought about. If Japan and Russia now enter into partnership to exclude other countries from the benefits likely to accrue from trade developments in the north then we have a pretty spectacle of the bear and the Rising Sun in amity. Hongkong has commercial interests in the north which would be directly affected by such a mutual understanding as that now reported to have been arrived at, and in face of the energetic competition which now exists and is likely to increase the merchants of this port cannot afford to look with equanimity on any such one-sided agreement as that disclosed. Shanghai is in a similar position to this port, and it is unlikely that the business community of that Settlement will pass by the incident as of no account. Of course, fuller details may show that the agreement does not bear the significance which it appears to carry on its face, but the fact that Japan and Russia have found it possible to come together on the common ground of trade interests is an unfavourable portent for the nationals of other countries so far as Manchuria is concerned.

AN IDYLIC SCENE.

To those who spend their days in the busy haunts of men and find themselves irritated and annoyed by the squabbles of life, it is a delight to withdraw for a time from the storm and stress of existence and contemplate the placid serenity which is the chief feature of less restless communities. Such a scene is opened up by a perusal of that model body the Kulangsu Municipal Council. No ruffled tempers there. No "frowning Providence" but

"An elegant sufficiency, content,
Retirement, rural quiet, friendship,
books,
Ease and alternate labour, useful life,
Progressive virtue and approving
Heaven."

or, to put it in other words: "They eat, they drink and in communion sweet quaff immortality and joy." It seems an ideal life that over which the Kulangsu Municipal Council benignly rules; in fact, it seems almost too good to be true. The members never appear to rise up with heated brows and fling their documents on the table or march indignantly from the Council board in righteous wrath. "Everything is peace and brotherliness." Take, for instance, the last meeting of the Council. There was nothing said about the excesses of the sanitary department; indeed it is questionable if the Kulangsu people possess such an institution, or at least, bother their heads about its doings. Calmly they took up the first business of the meeting and carried it *non con*. "The secretary was authorized to purchase two fire ladders, one dozen canvas buckets, and a canvas stretcher." No question about the age of some dilapidated machine which is supposed to do duty as a fire-engine. In fact, it may be said that there is no "burning question" on the subject. Then they decided, without remark apparently, that although all licences expire on the 31st December, the full amount for such licences must be paid, no matter what time of the year they are taken out." Had such a proposal been made in Hongkong there would have been endless bickering, with letters in the newspapers and everybody laying down the law of equity on the subject. But in Kulangsu people may take out licences in November and such is their contentment they willingly pay again for the privilege of being licence-holders in January next. It seems that although there may be no sanitary department there is a sanitary inspector, a paragon

of his class, but he had nothing, or next to nothing, to report. Then some persons, obviously strangers, had been doing something which does not accord with the idea of the Councilors as to what their conduct should be and the secretary is to look after them. The chief matter dealt with was the erection of the new pavilion for the Tennis Club. The Council takes charge of everything, it would seem, and it does everything well. Some day that pavilion, which is so essential to the absolutely complete happiness of the Council and the community at large, will be erected and then what more will the people of Kulangsu desire? Truly, the report of the doings of our friends in the north is tantalisingly rural. There is nothing to agitate the mind or disturb the tranquillity of the scene. Hongkong has good reason to envy the peaceful surroundings and to congratulate the good folks of Kulangsu on being guided by such worthy councillors.

LOCAL AND GENERAL.

The Criminal Sessions, which were set for this morning, were postponed until to-morrow, owing to the typhoon and the consequent inability of his Honour the Chief Justice to reach the Court. The Sessions will open at 10 a.m.

The Straits Times regrets to hear that Mr. Reemsker, an old foreign resident of China, now agent of the Chartered Bank of India at Hamburg, is very seriously ill, and that little hope of his recovery can be entertained.

A TOKIO message to the *Mitsubishi* states that the Mitsubishi Dockyard at Nagasaki is now about to commence the construction of the first vessel of the Japanese Imperial Volunteer Fleet, all the necessary materials being in readiness. As soon as the vessel has been completed, she will pay visits to all the important ports in the Empire, and will be thrown open to public inspection.

In consequence of the many objections urged against the time-honoured practice of "Kissing the Book," Mr. Temple C. Martin, the chief clerk at Lambeth police-court, has given instructions that all witnesses are for the future to be given the option of being sworn in the Scottish fashion with uplifted hand. The new method was adopted for the first time on Aug. 16 and the majority of the witnesses availed themselves of it.

"ONE OF THE SIX HUNDRED" died at Nottingham on 14th ult. in the person of Sergeant-Major T. Morley, late of the 17th Lancers. Sergeant Major Morley had the Crimean medal with clasps for Balaklava, and Inkerman, and his death reduces the Nottingham survivors of the charge to one, namely, Matthew Holland, formerly a trooper in the 11th Hussars, who afterwards fought in the American Civil War on the Northern side.

DURING the course of the torrential rains accompanying the typhoon this morning, a draper's and milliner's shop in Queen's Road Central, became so flooded that the young lady assistants had to find a temporary dry roost on the counters—apparently the only coign of vantage in the establishment—until the manager came along, and, hoisting one after the other on his shoulders, found them a harbourage in a near by hotel, until the floods had subsided in the shop.

ACCORDING to the *Universal Gazette*, the Japanese Consul at Amoy is still worrying the 'Taipei' of that port, asking him to release one Ling, who has been kept in custody in connection with a case of fraudulent bankruptcy. The Japanese Consul claims that Ling should be released because he is a Japanese subject, whereas the Chinese officials contend that Ling is a Chinese subject, having declared himself as such in his own evidence given before the Chinese magistrate. In the meantime Ling is still in custody of the Chinese officials.

It is reported that the proposal to establish a Chino-Japanese company at Inkaow with a capital of Y2,000,000, for the purpose of establishing an electric power station and water-works has made great progress. As the whole of the share capital is to be taken by the promoters, it is expected that the formal establishment of the company will be made public shortly. The chief objects of the undertaking are the construction of an electric tramway between Inkaow and Neuchuan, the supply of water and electric lighting at Inkaow, and the taking over of the Russian telephonic installation of the water-works has already been commenced.

THE FOREIGN LOANS.

STATEMENT BY PRESIDENT OF NIPPON KOGYO GINKO.

Japanese papers publish a statement by Mr. Sodea, President of the Nippon Kogyo Ginko, to the following effect:—"The question of the introduction of foreign capital is not one which can be lightly dealt with, especially at the present time. Mr. Takahashi, the Vice-President of the Bank of Japan, has left for London for the purpose of completing the remaining portion of the consolidation loan. Until that negotiation has been completed, the Government will not agree to the issue of any other foreign loans. It is possible that there may be attempts to float some loans without official sanction, but no foreign capitalist would take them up for the time being, in view of the big Government flotation. This is therefore not the proper time for authorities or companies to seek foreign capital, and unless they wait a better opportunity their efforts can only end in a failure. Many rumours are in circulation with regard to my contemplated visit abroad. My sole intention, however, is to make the acquaintance of the leading foreign capitalists, and I shall only be away for a short time. The date of my departure depends on the state of the business of the Kogyo Ginko."

The *Kokumin* reports that the object of Mr. Sodea's visit to Europe is to clear away the misunderstandings current abroad as to Government's attitude toward foreign capital.

TERRIFIC TYPHOON.

HOLOCAUST IN HONGKONG.

SCORE OF STEAMERS SUNK AND DISABLED.

JUNKS AND SAMPANS OVERWHELMED.

WHOLESALE DAMAGE TO PROPERTY.

TWENTY FRENCH SAILORS KILLED.

GALLANTRY BY A EUROPEAN ASSISTANT.

HUNDREDS OF NATIVES DROWNED.

In the short space of barely two hours this morning, a typhoon of phenomenal velocity swept over Hongkong, laid great part of the city in ruins, annihilated the fleet of shipping which has been the Colony's pride and worked unexampled destruction to hundreds. To-day, the shipping which proudly lay at anchor is mostly under the face of the waters, or lying disabled, useless and all but worthless wrecks at the wharves. The great fleet of junks and sampans has been smashed to atoms and is gone. Hundreds of lives have been lost, hundreds are homeless, and so vast has been the damage that it will never be absolutely determined. Never in the history of the Colony has such a calamity overtaken her prosperity, and never did damage and destruction even approaching that wrought by the typhoon this morning send half the Colony into the direst distress and brought the entire shipping population face to face with gaunt ruin.

The typhoon was only of about two hours' duration but its career was catastrophic. It came down with a swiftness that could scarcely be imagined and it raged with a ferocity which carried everything before it. Practically a score of coasting steamers are either at the bottom of the sea or almost hopelessly damaged; two British gunboats are disabled; a French gunboat has been incapacitated; every wharf in Hongkong and Kowloon is damaged, the native matched mooring grounds being wrecked and scattered to the winds, while of the native craft it is heartrending to speak.

Dawn broke this morning dull, wet and threatening. For several days it has been feared that a typhoon was in the vicinity, but no inkling of its proximity could be obtained. Yesterday, the weather forecast for Hongkong was "Variable winds, moderate, probably some thunder showers." Shipmasters in the harbour kept an anxious eye on the typhoon signal station, prepared for any emergency that might arise. No danger signal was hoisted, however, and no danger was apprehended.

At five minutes past eight the typhoon gun was fired and five minutes later the black ball was hanging from the yard of H.M.S. *Tamar*.

Immediately there was a scene of bustling activity among the junk and sampan people, making ready to secure a safe anchorage at the typhoon shelter before the storm burst. The wind was comparatively light at that time but sudden black squalls which blew through the streets and whistled in the shrouds of the shipping heralded the rapid approach of the cyclone. "Usually it is possible for the smaller craft to make the typhoon shelter in safety between the time the typhoon gun is heard and the full fury of the gale has burst on them."

On this occasion there was no breathing space allowed. Springing from the west the typhoon approached with amazing velocity. At 8.30 the typhoon had begun, and the retreat of the native floating population was shut off; they were caught in the throes of the storm like sheep in a slaughter-pen.

The big liners, which have usually managed by the aid of skilful handling to ride out the typhoons, had made everything snug, and awaited the onslaught with a certain degree of anxiety but full confidence in the ability of the navigating officers to fight the attack. They had little time before they were in a position to realise that they were to meet probably the worst typhoon which has struck the Colony for many years. Most of the liners were at their moorings in the centre of the harbour; the river-boats were rocking at their ropes tied to the Canton and Macao wharves; the miserable sampan people were huddled together in batches, half a hundred boats packed helplessly together here and another half hundred there, waiting for the inevitable.

At nine o'clock or thereabouts the wind roared through the Colony. The rain had become dagger darts biting with the sting of a 60-mile gale. Rapidly the sea swelled and joined in the gale's wild shouting. Foam rose to the height of the princely houses along the Praya front.

Long before this the Star Ferry boats had ceased running. The cars to the Peak had stopped, and the stream of pedestrians to their offices and business houses had disappeared. In the city the first ravages of the storm quickly became apparent. Trees were uprooted with giant force and flung into the streets. The sedan chairs from the higher levels were being swept from point to point, the coolies, powerless to withstand the force of the gale, being tossed to and fro like leaves in the breeze. Gates and shutters

were caught up and swept into the streets so that a perfect fusillade rattled and endangered the lives even of those who had secured safety in houses.

But a terrible scene was being enacted in the harbour, to the horror of all spectators. The flimsy roofs of the Star Ferry, Blake Pier and all the wharves along the Praya, the native structures surrounding the Post Office, and Supreme Court now in course of erection had afforded amusement to the ribald, but on the sea, which was now lashed into tempestuous fury, lives were being sacrificed by the score. The gimcrack sampans and the unwieldy junks were turning bottom upward all over the harbour. If they attempted to reach the Praya wall they were caught in bunches, and flung with ungovernable rage against the stonecopings, and everyone on board given to the insatiable maw of the sea. Nothing could be done to save them; they were beyond help, and people on land could only look on at the agonising faces of the native crews. It is impossible to say how many boats have gone down—they simply disappeared in crowds and, of course, not one was saved.

A gallant incident which occurred at about this stage cannot be deemed too praiseworthy. A Chinaman was walking along the Praya near Blake Pier, when a whirling gust of wind caught him up and heaved him into the sea. There were some Indian constables on the scene but they could do nothing. It seemed the height of folly, even madness, to attempt a rescue, but a young European named Mr. H. S. Bevan, who is employed with Messrs. Lang Crawford and Co., rushed forward, stripped off his waterproof and obtaining a turban from an Indian who gripped it against a pier dived into the sea. It was a magnificent example of unselfishness, with the seas crashing against the frame of the pier. He managed to grab the Chinaman by one of his legs, and together they were pulled to the steps of Blake Pier. Mr. Bevan was badly bruised by being dashed against the pier stanchions but the rescue, one of the most plucky that could well be imagined, had been effected. The spectators who witnessed the entire proceedings were too dumbfounded by this instance of gallantry to do more than stand amazed. If anyone ever deserved the Royal Humane Society's medal Mr. Bevan certainly does and it will be a disgrace to the community if his action is not authoritatively represented to the Society. The Chinaman received first-aid from Mr. Osborne, and departed home little the worse for his immersion. Mr. Bevan, however, had to go to hospital but it is not considered that the bruises he sustained are serious.

Great cargo junks were going down on all sides, the sampans had mostly all disappeared and native women were weeping and wailing on the Praya. The harbour wall was already a mass of wreckage where the wooden craft had been smashed to splinters.

But it was now seen that the larger vessels, the liners and river boats were faring no better than the small craft, or at least the shipmasters were experiencing the greatest struggle of their lives. On the Kowloon side of the harbour it seemed as if every other steamer was to be totally lost. The S. V. *Hilbeck*, an American ship of 2,086 tons, was lying near the Kowloon Wharf and Godown Company's premises. She was caught up like a cockle shell, and swept right over the quay wall, where her stern lies high and dry.

At Kowloon Bay, a Star Ferry boat and an Union water-boat are lying damaged. An iron lighter may turn turtle before the night is over. The *Signal* is ashore at West Point where she drifted on a rock, while the *Changsha* has a list of 45 degrees, lying alongside the Dock Company's wharf. The *Saragani* was dashed against the quay wall and foundered. The *Johanne* has her stern under water and a salvage boat is pumping her clear as fast as the water comes in; while there is a West River boat ashore which is expected to break in two. The British steamship *Montague*, of 3,953 tons, went on the beach near the V. R. C.

The *Emma Lynken* took the ground in the vicinity of Arnold Karberg's oil works and was followed by the *N. S. de Rosario* and the *Neil Macleod*, both of which came down to Hongkong from Manila.

H.M.S. *Moorehen* is lying in a bad position in the Naval Yard basin and is said to be somewhat seriously damaged. It is also reported that other two British gunboats, naval reserves, which went out to render assistance had themselves to be beached. A

French torpedo boat is ashore at the torpedo depot.

The *Edith*, tow boat belonging to the Dock Company, lost her propeller, but is otherwise undamaged. The *Strathmore* whose repairs, following her collision with the *Saxa*, had just been finished yesterday, when she left the dock, was run into by another steamer and badly damaged. The *Loongang*, of the Indo-China Steam Navigation Co., collided with the *Chipping* but we understand no serious damage was done. The *Kathlan* is high and dry at Kowloon Bay, but before reaching her bed she fouled the French mail liner the *Polynesian*, near Tsim Tsa Sui. It is believed that the propeller of the last named vessel is damaged, but no particulars are yet obtainable. It should be noted, however, that the departure of the *Polynesian* is postponed until 8 a.m. to-morrow. The *Apenrade* is reported damaged. The *Kadnorshire* is damaged but proceeding to Dock under her own steam.

Besides the *Fatshan* damaged, the river boats affected by the gale were the *San Cheung* which turned turtle at her moorings and is believed to have broken her back, the *Kuomchow* foundered, and the *Shun Lee* foundered.

A regular liner is ashore at Yuen Fat Hong's wharf, and a Japanese boat is stated to have gone on the rocks at Kellett's island.

Launches sank at every point. The Dock Company lost four—Nos. 1, 3, 6, and 13, besides having a wharf damaged.

At Aberdeen the *Brand* was at a buoy when the *Robert Cooke* was sent down to her assistance. The *Brand* refused the proffered help but later in the day begged for it when she was told that the *Robert Cooke* was too busily engaged standing by the *Empress of Japan* which escaped damage.

It proved a most difficult task to collect all the data regarding the damage caused by the typhoon and there must be many incidents and losses which have not come to light. For instance, when the typhoon was at its height a serious fire broke out in Des Voeux Road and was extinguished with difficulty by the Brigade. Again, a Chinawoman had her leg broken through a falling matchbox, and one of the large plate glass windows of the C.P.R. was smashed. A tree fell in Arsenal Street and injured a civilian who was passing in a ricksha at the time and a gust of wind blew in the door of the Soldiers' and Sailors' Institute. But these are minor matters when compared with the holocaust in shipping, the destruction of the small craft and the homeless widows and children who are left to mourn their irreparable loss. In two hours the typhoon brought ruin, wreck and disaster to the greater portion of the native community in Hongkong, and inflicted grave damage on the property of all the principal shipping firms. May Hongkong be spared from a similar visitation for many days to come.

The total loss cannot be less than \$2,000,000.

TYPHOON RAVAGES.

ENORMOUS DAMAGE.

DETAILS OF THE CATASTROPHE.

Taking the opportunity of a lull in the weather, our representative made a tour of inspection along the Praya, starting from the Star Ferry wharf, and going west. The first sight to attract attention was the twisted electric light-post at the foot of Ice House Road and the fallen telegraph-pole at the junction of Duddell Street and Queen's Road, which in falling snapped some wires on the opposite side. Battery Path was closed to traffic, except for athletes and enthusiasts, by a number of fallen trees. Coming to the Praya, or Connaught Road, Central, the locality of the Star Ferry's Wharf met the eye, but while the wooden flooring remained, it may be tersely said that that was all that did remain, the matched "waiting-room, ticket-office, and book-seller's stall" having all been blown down, and partially carried into the sea. Between that wharf, and the next the sea was littered with debris of all sorts, showing the first signs of the terrible damage done in the harbour, for it was unmistakably the remnants of smashed-up sampans, and small boats. Blake Pier was unrecognizable, for the whole of the mast superstructure had gone down, a considerable quantity being blown into the sea, only to add to the already tremendous amount of wreckage floating beside the pier. The Douglas wharf had her gates blown down, but escaped further damage, as there was no match on the structure. From there, on to the Yagmali Ferry wharf, it was one tale of deplorable desolation and destruction. Every wharf was destroyed in greater or less degree, some of them having broken in half and then smashed up, the debris floating around in the turbulent sea, amidst junk spars, masts with their sails attached, and the ruins

of the be-typhooned sampan. Along the Praya, from the Harbour Office, going West, the scene was a pathetic and deplorable one, piles of boards, spars, beams, boxes, and sails literally formed a barrier right across the road, for hundreds of yards, testifying to the immense, the almost incalculable number of sampans and junks that had been destroyed past all redemption. There were bins of flour, bags of grain, cases of tea, and packages of all descriptions of general cargo lying out in the torrential rain, amongst the scene of destruction, and lying at the mercy of wind, weather and waste.

DAMAGE TO SHIPPING.

THE S.S. "SAN CHUNG."

The S.S. *San Chung*, Captain McGinty, was lying at her wharf, when the full force of the typhoon struck her, but for some reason she was unable to get up steam and get out into the open harbour, consequently she was entirely at the mercy of the bumping junks alongside, with the result that her port and starboard bows were stove in, between the junks, floating beams, and the wharf. It was not long before she filled with water, and after rolling about helplessly for a while at 12.10 p.m. she turned over to port, and then settled down. Immediately afterwards she broke her back and at 12.30 p.m. there was but little more than her funnel and the deck-house visible above the water. Captain McGinty was on board, and stood by till the last moment, but when she broke her back and there was nothing further for him to do, he grabbed the ship's papers, and with the aid of a rope and a bamboo he managed to get ashore, though he returned later for some other papers which he wished to secure.

A very pathetic circumstance connected with the destruction of this vessel was that the owner was standing on the wharf near his vessel, and when he saw her turn over and break, he was heard to murmur "50,000 gone for one hour's storm," and then he fainted. Being surrounded by his friends he was immediately attended to, and upon being brought round was taken to his office, where, it was learned, he fainted again, but was quite recovered at last reports.

THE "SHUN LEE."

Proceeding further west, the next thing, after the debris of sampans had been clambered over, to draw the attention was the S.S. *Shun Lee* which had her starboard side stove in, and was rapidly filling with water and sinking.

THE S.S. "KWONG CHOW."

The S.S. *Kwong Chow*, which had only just arrived from Canton, left her mooring for the open harbour, but foundered on the other side, but no lives, as far as could be ascertained, were lost.

FARTHER WEST.

Passing the damaged wharves, some of which had but little remaining worth the name of "wharf," the evidence of damage to the Chinese harbour craft became even more appalling, for the wreckage piled, three and four feet high, in the Praya itself, while in the sea below, which, by this time, had considerably subsided, there were all the evidences of the sinking of sampans and junks at their moorings. Before they had had time to get away to shelter, and if further testimony were needed of the excessive loss among the smaller craft, it was to be found in the groups of "wailing women," gathered in clusters near the locality of the disappearance of their only means of livelihood.

ON SHORE.

Coming down the Praya, from West to East, and looking at the landward side again scenes of the devastating havoc of the typhoon were manifest, for shop signs were blown down, the mat erections in front of the Central Market, in Des Voeux Road, were entirely wrecked, and for the most part carried away, while as for the mat enclosure, and workmen's quarters surrounding the site of the New Post Office, now in course of erection, they were entirely demolished, a very large quantity of the matting and bamboos being blown into the sea.

THE C. P. R. OFFICE.

During the height of the blow the staff of the Canadian Pacific Railway Company had their attention equally divided between the ordinary routine of the office work, and the flying debris being swirled against the windows, until the climax was reached, when a bamboo, as thick as a man's thumb was sent hurtling like an arrow through the air, finding its target in the window of the office looking on to Pedder Street, which it pierced with the report of a pistol shot, followed by the sound of falling glass, for it had completely demolished the plate-glass window, measuring 12½ feet square, by half an inch thick, while the big opening then caused provided an inlet for the heavy gust of wind following, which it was not slow to take advantage of, playing havoc with the assistants' desks, to say nothing of the large pictures hanging on the wall. Messrs. Falconer also suffered a slight damage from the same cause.

QUEEN'S ROAD FLOODED.

The entire length of Queen's Road, as far as the eye could reach, east and west, was flooded, the water pouring down like sluices, from the heights above, while many of the shops which had had the temerity to keep open their doors were flooded to the depth of several inches.

EAST POINT.

GREAT DAMAGE.

East Point did not escape the fury of the storm, although there was less wreckage floating in that part of the harbour than in the Central and Western districts.

A *Hongkong Telegraph* reporter was assigned to cover that part of the town, commencing from the "S" Ferry Wharf and going Eastward. Along that part of the Praya near the Cricket Ground bamboo piers had either been entirely destroyed or removed bodily from the Praya wall.

IN THE NAVAL YARD.

The damage done in the Naval Yard and the extension is at present not known, but rumour said the damage was not tolerable. Off the Naval Yard seven junks and a yacht foundered, and it is reported a few of the crew are missing.

IN QUEEN'S ROAD.

Turning into Queen's Road more signs of damage were visible in evidence. Huge trees bordering the cricket ground had been uprooted and lay across the road. Garden Road was blocked for several hours by fallen trees and the obstruction stood several feet high. Nearly every second tree in Queen's Road was lying across the street, making transportation difficult.

THE PRAYA EAST.

Thousands of people lined the front of the Praya wall looking at the wreckage floating on the water and the sampan people sorting out their property. Just before the commencement of the storm several coal junks were alongside a wharf, quite near the Praya East. When the wind freshened the junk people made no attempt to leave the wharf, and it was too late when they had made up their minds to go. The coolies were told to stop loading the junks, and one junk in particular cast off her lashings and proceeded to move out. She had not got ten yards away from the wharf when a strong gust of wind caught her amidships and drove her violently against the head of the wharf smashing her to atoms. The other junks that remained alongside the wharf, devoid of a crew, received the same if not worse treatment from the sea and wind. They were driven against the wharf with such violence as to completely destroy them.

The suddenness of the storm caught the sampan people unawares, and in consequence, it is estimated that no less than 100 sampans had foundered at East Point alone.

A pitiable sight was witnessed in this district. Hundreds of sampan people assembled on the Praya wall regardless of the torrential down-pour bewailing the loss of the little they once possessed. Women and children ran up and down the Praya wall tearing their hair and weeping in a most heart-rending manner, while the men folk gathered in bands and conversed over their misfortune. Although it is known that many members of the floating fraternity had been drowned, yet, at the present, no accounts are obtainable as to the exact number that perished.

Passing No. 2 Police Station the road was nearly blocked by the crowds of sampan people awaiting their turn to see the inspector and report their loss.

The big glass door of the Sailors' Institute was blown in and immense sign-boards were torn down from their places.

The coal godowns facing the waterfront suffered badly. Tung Lap Tung's godown had part of the roof blown off, while considerable damage was done to the walls; as was the case with another godown—said to be owned by a Japanese firm—adjoining it.

A report, which is at present unconfirmed, was current this afternoon to the effect that several coolies, who were passing while the damage was being done to the coal godowns received some very serious injuries through the flying bricks, which covered the whole street.

About 100 yards lower down the road was blocked by debris from the sampans, and persons proceeding further down had to cross over this mountain of wood. The sampans here were smashed against the Praya wall and the waves cast the remains on shore.

Several launches were rendered hors d'combat when the storm was blowing its full force. The Tung Tai Tseng Kee Co's steam launch *Tung Tai* was on her way for shelter at Yau-mai Bay when she was caught midway and was forced to return. Her funnel was removed bodily, the awning was ripped to shreds and carried away, while the stanchions were bent and twisted in all directions. With considerable difficulty, and with several feet of water in her engine-room, the *Tung Tai* was brought back and moored opposite the Royal Naval Canton. There were many other launches—several smaller than the *Tung Tai*—that received severe treatment at the hands of the cyclone, but their names could not be distinguished as a few were too far off, and those that were near enough had a severe list.

he wreckage near the military pier, facing Observation Place, was enormous. All along the beach was strewn with debris, while at both sides of the pier floated the remains of the junks and sampans.

A Chinese water junk four fathoms not far off. At Causeway Bay damage was not so severe as was at first anticipated. But for the tearing up of a few trees and destroying of a few boats in the anchorage, not much damage occurred.

BOAT KILLED.

In the anchorage, it was reported that a little sampan boy was instantly killed at about 10.30 o'clock this morning. The mast of one of the boats alongside snapped and fell on him, fracturing his skull.

EUROPEAN'S NARROW ESCAPE.

A European gentleman has to bless his stars for the narrow escape he had. He was driving along in a ricksha at the time, thinking every moment the vehicle would be overturned. To be on the safe side he had the hood down. When passing the Royal Naval Hospital a large tree collapsed and came thundering down on the ricksha. Had the ricksha been going past at that moment the tree would have struck the fare on the head, but instead of that it dropped on the mud-guard, tearing it off, and rolled off knocking down the coolie. No injuries resulted.

FLYING SIGNBOARDS.

Queen's Road East was a very dangerous place at that time, for native sign-boards were being hurled all over the place. Several persons were injured by these flying missiles, and it was said a native woman had her leg broken by one of these signs.

FAMILIES DISCOMFOTED.

The damage done to private residences in this district was the means of driving a few Europeans out of their houses. In one house the kitchen chimney collapsed and dropped into the kitchen, damaging the stove and destroying the tiffin that was being prepared. The great noise caused by this collapse so greatly scared the inmates that they made for the street, thinking perhaps that the building was in danger of collapsing.

The basement of "Wild Dell" was flooded with several feet of water, and many houses in this district have had their walls cracked.

BLOWN INTO THE HARBOUR.

News reached this office this afternoon to the effect that a Chinaman was drowned near Ship Street during the storm. He was walking along the Praya when a gust of wind knocked him down and he was carried into the harbour by the force of the wind, disappearing immediately.

THE TRAM SERVICE.

The electric tramcar service was entirely disorganized on account of the over-head wires being destroyed in some places, and the trams were tied up all along the line. Telephone and electric light posts were torn up in different places, some overhanging across the street very dangerously.

AT LYDEMOON BARRACKS.

At Lydeemoon all the military buildings and temporary erections were demolished and the men are now quartered in the casemates.

THE CALM.

Everything was as peaceful as could be at East Point this afternoon. The sun later shone forth and the sampan folks were busy at work selecting their property from great heaps and thinking of building new homes.

ON THE UPPER LEVELS.

None could imagine the destruction and damage which have been done to the mass of foliage and trees which has been one of the attractions of the city. The roads are littered with debris. Scarcely a private garden remains. The scene is wholly ruin and desolation. Trees of great girth and size were uprooted by the wind, hurled through the air and flung against and thither like snowflakes. Robinson Road is all but unrecognizable; forest giants lie on every side among the pot plants and flowers of the neighbourhood.

In Seymour Road a tree was uprooted on the higher level and it crashed down in the parapet wall of a house in Seymour Terrace partly demolishing the wall. The remainder of the thoroughfare is blocked with all manner of debris, trees of every size and description blocking the route.

Along Caine Road the first sign of destruction on a large scale was found at Glenwood. Mrs. Gillanders' boarding house, where a huge branch was torn off the trunk of a tree and smashed on the electric wire, which went with the force of the concussion until it lay within a few feet of the heads of passers-by. The telephone wires were hanging in every conceivable position.

Near the entrance to the Italian Convent a beautiful example of the magnolia species, a tree of great age, and belonging to the private garden of Mr. J. M. A. da Silva, was torn up by the roots, and collapsed over the electric wires there, carrying away the parapet wall of the building.

"Glenely" was robbed of its chief charms. At the entrance to the Roman Catholic Cathedral, the beautiful traveller's palms with its fan-like fronds were uprooted and utterly destroyed.

FATALITY AT KOWLOON.

The latest intelligence received this afternoon, of the effects of the typhoon, is that the French gunboats *Frondeur* and *Francisque* were driven ashore in Yau-mai Bay. While there, endeavouring to do the best for themselves, a cargo steamer, name at time of going to press uncertain, was driven right on to the *Frondeur*, causing the death, as it is reported, of twenty members of the crew, either from injury in the collision, or from drowning.

A BRAVE ACT.

During the full force of the typhoon this morning, an act of great bravery was witnessed by those on or in the vicinity of Blake Pier, and one worthy of the highest commendation. It appears that Mr. H. S. Bevan, an employee of Messrs. Lane, Crawford and Company, when passing, saw a Chinaman struggling in the water just below the pier. Calling an Indian constable, who happened to be near to him, he told him to take off his turban which the latter did when Mr. Bevan, seizing one end, without hesitation, plunged into the sea to the Chinaman's rescue. He got hold of the drowning man, and signalled to the constable to haul them up. The latter was unable to do this alone, so he secured the assistance of others. Mr. Bevan meanwhile keeping his man afloat. They were eventually hauled up, when it was found that Mr. Bevan had suffered some injury either in his dive or in the water, and collapsed as soon as he reached terra firma. Friends, however, soon gathered about him and he was taken care of, while the rescued man was profuse in his expression of gratitude. This is the second gallant act of rescue we have had to record within the last few days, and it is such brave acts as these that are deserving of the fullest recognition in the proper quarters.

HONGKONG OBSERVATORY'S REPORT.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 8 a.m.—Orders issued to hoist the Black Drum, and at 8.30 a.m. to fire the typhoon gun.

The centre of a small typhoon, probably formed last night to the East of Hongkong, passed quickly over the Colony between 8.30 a.m. and 11 a.m. It gave no indication of its existence until close to the Colony.

Telegraphic communication between the Observatory and Hongkong is interrupted.

FORECAST.

1.—Hongkong and neighbourhood, S.E. winds, decreasing; showery.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH FLEET.

DEPARTURE FROM CHEMULPO.

[From Our Own Correspondent.]

Shanghai, 18th September, 11 a.m.

The British Fleet left Chemulpo on the 16th inst.

S.S. "MONGOLIA" ASHORE AT MIDWAY ISLAND.

Mr. S. Silverstone courteously informs us that he is in receipt of a telegram from his Yokohama Agency reporting that the S.S. *Mongolia* is ashore at Midway Island and that all passengers were safely landed.

Further information was contained in the telegram.

ANGLO-JAPANESE BANK.

CHAIRMAN'S STATEMENT OF PROGRESS.

An opportunity was afforded to Sir Westby Perceval, the chairman of the newly-formed Anglo-Japanese Bank, at the statutory meeting of the company, to tell the shareholders what has been done since its formation.

With regard to the issue, applications, he said, were received from the public for 60,000 out of the 100,000 shares for which subscriptions were invited, and these shares were duly allotted to 1,138 subscribers. Having regard to the unfavourable condition of the money market when the issue was made, this result, he thought, was not unfavourable. On these shares £2 10s. had been paid, and a further sum of £1 10s. remained, which it was proposed to call up at an early date. Although suggestions had been made to them with a view of placing the balance of unissued shares, they thought it better to wait for a time, as it might be deemed desirable to place some of the shares in Japan.

The chairman went on to announce that they had secured for the important position of general manager for Japan a gentleman of large experience and ability in Mr. Ross Taylor, who would leave for the Far East next month and would open their central offices in Yokohama.

The position of manager in London was to be filled by Mr. J. M. Skinner, who had been engaged in banking both in the East and in London for many years, and was well versed in Eastern methods of business. A second in command to Mr. Ross Taylor—a gentleman now in the service of an Eastern bank—had also been engaged, and agencies and correspondents had been established practically all over the world. Before having permanent offices in London they were waiting, he mentioned, to become established in Japan, their temporary offices at 70, Cornhill, being sufficient for present purposes.

Local advisers and directors in Japan had also been appointed. For the position of adviser they had been pleased to secure the services of Baron Shibusawa, who justly occupied a position of first importance in financial and industrial circles in Japan, being president of the First Bank of Japan and auditor of the Industrial Bank. Whilst they looked for a considerable amount of assistance from the local board in Japan, the London board, the chairman pointed out, must retain the control, and to this the general manager in Japan would be held responsible.

Dealing with certain statements that had been made to the effect that the Japanese authorities intended to discourage foreign investments unless made through the medium of the Industrial Bank of Japan, the chairman went on to show that there was little ground for this. They appeared to have arisen from a misunderstanding of certain remarks made by the Minister of Finance to a conference of Prefects, at which he advised municipal and local bodies who contemplated borrowing to consult the Industrial Bank. Municipal bodies did not seem, however, to regard the advice as mandatory, for they themselves had been approached by certain of those authorities with reference to financial transactions of considerable magnitude. The Finance Minister's statement, moreover, was made prior to the issue of their prospectus, and yet the fact remained that influential persons in Japan had applied for substantial lines of their shares.

The chairman brought his remarks to a conclusion with a reference to the outlook—to that rapidly increasing activity in Japan, which furnished sound and profitable business. Their policy would be to progress slowly. The board recognised the wisdom of making sure of their ground before they proceeded. Already they had made arrangements to secure business as soon as their offices were opened in Japan, and their advisers in that country spoke confidently of their being able to obtain a fair share of the country's business. It was clear, indeed, that their efforts would have to be directed more in the direction of sifting than in seeking business, their object being to lay the foundation of a sound and profitable business, which would grow stronger and spread wider as time went on.

At the conclusion of the statutory meeting, the shareholders passed a resolution, which was submitted to them, "That the amount of £300,000, being £5 upon each of the shares numbered 1 to 60,000 already issued, shall not be capable of being called up, except in the event of and for the purpose of the company being wound up."—*Pail Mail Gazette*.

SHIPPING AND MAILS.

MAILED DUE.
Canadian (*Empress of China*) 23rd inst.
American (*Hongkong Maru*) 24th inst.
German (*Prinz Ludwig*) 24th inst. p.m.
India (*Salsburg*) 26th inst.

The S. & A. S. *Namata* arrived at Yokohama on the 17th inst., 10 a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE SEALING TRAGEDY.

QUESTION OF SETTLEMENT POSTPONED.

[From Our Own Correspondent.]

Shanghai, 18th September, 11 a.m.

The question of the settlement of the sea poaching incident has been postponed.

[Reuter's.]

LONDON, 16th September.

The United States and Cuba.

Mr. Taft, Secretary of State, leaves Washington to-day for Cuba, accompanied by assistant Secretary Mr. Bacon, to investigate the state of affairs and to try to restore peace. Four more American cruisers are going to Cuba.

President Roosevelt, in a letter to the Cuban Minister, refers unequivocally to the responsibility of the United States in Cuba, and warns him that independence can only be assured if Cuba shows the ability to maintain order and peace; prolonged anarchy means American intervention.

Later.

Obituary.

The death is announced of General Treppoff, from apoplexy.

Crete.

Prince George has resigned the High Commissionership of Crete.

Great Britain and Disarmament.

Mr. Haldane, in a speech, approved of disarmament, but said it must be with co-operation among the Powers.

England could not afford to put herself in a weak position.

Russia.

A massacre of the Jews in Odessa is feared, and a terrible panic prevails.

ARTS AND CRAFTS EXHIBITION.

A GENEROUS OFFER.

A most generous offer has been received by Sir Henry Berkeley, K.T., K.C., chairman of the Arts and Crafts Committee, from one of the members of the Committee who has asked the acceptance of ten gold and one hundred silver medals by the Exhibition Committee to be awarded to successful competitors. It will be remembered that the secretary, Captain Marchant, particularly mentioned in the general arrangement of the exhibition that no prizes would be awarded. This statement must now be amended since prizes of medals will be given upon a very generous scale in proportion to the number of exhibitors. That the thanks of the community and Committee are due to the generous donor goes without saying and it is hoped that this gentleman will give permission to publish his name as an example of how good are the feelings of all classes and nations in this Colony. It is certain that such an offer will do much to encourage exhibitors in the first exhibition of Arts and Crafts in Hongkong.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 2 1/2
Do. demand	2 2 5/16
Do. 4 months' sight	2 2 1/2
France—Bank T.T.	2 7 5/8
America—Bank T.T.	53
Germany—Bank T.T.	2 2 3/4
India T.T.	163
Do. demand	163 1/2
Hongkong—Bank T.T.	73
Singapore T.T.	61 1/2 prem.
Japan—Bank T.T.	107
Banque—Bank T.T.	131 1/2
Buying.	
4 months' sight L/C.	2 7 13/16
6 months' sight L/C.	2 7 3/4
30 days' sight San Francisco & New York	53 1/2
1 month's sight do.	54
10 days' sight Sydney and Melbourne	2 3 1/16
4 months' sight France	2 7 1/8
5 months' sight do.	2 8 1/4
4 months' sight Germany	2 2 3/4
Bar Silver	31 5/16
Bank of England rate	31 1/2
Sovereign	9 1/2

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SAIGON AND EUROPE.

THE Company's Steamship.

"POLYNESIEN," Captain Broc, will be despatched as above, TO-MORROW, the 19th instant, at 8 A.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1906. [11]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE MEMBERS OF THE ABOVE CLUB will be held in the Pavilion, on WEDNESDAY, the 26th instant, at 5.30 P.M.

By Order of the Committee, A. R. LOWE, Secretary and Treasurer.

Hongkong, 18th September, 1906. [12]

Intimations.

THE ROBINSON PIANO CO., LD., ARE SHOWING

HIGHEST CLASS PIANOS,

BY THE LEADING MAKERS OF THE WORLD.

Steinway, Bechstein, Bluthner, Winkelmann, Collard & Collard, Hopkinson, Haake, Krauss, &c.

CASH OR CREDIT, OR ON HIRE FROM \$10 PER MONTH INCLUSIVE.

Hongkong, 22nd August, 1906. [13]

IF YOU KNOW A GOOD "SCOTCH" when you taste it you will appreciate the many good qualities of

D. & J. McCallum's "PERFECTION" WHISKY.

It is all Scotch and the best of all Scotch. What more need be said?

Your Wine Merchant has it or will get it for you.

Per Case \$15.00

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS.

D. & J. McCallum's "PERFECTION" SCOTCH WHISKY.

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

That is Why WHEN ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR.

SOLE AGENTS—H. PRICE & Co., WINE MERCHANTS, 14, Queen's Road Central.

Hongkong, 17th

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

GLASGOW and LIVERPOOL "MENELAUS" 27th September.
GLASGOW and LIVERPOOL "NINGCHOW" 27th "

HOMEWARD.

FOR STEAMERS TO SAIL
LONDON, AMSTERDAM & ANTWERP "CYCLOPS" 25th September.
HAVRE, ROTTERDAM & L'POOL "KINTUCK" 30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE and YOKOHAMA
"NINGCHOW" 29th September.

WESTWARD.

TACOMA, SEATTLE, VICTORIA and
all PACIFIC COAST
"NINGCHOW" 29th September.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL
SHANGHAI "SHAHSING" 20th September.
TIENSIN "LIANGCHOW" 21st "
YOKOHAMA and KOBE "CHINGTU" 22nd "
MANILA, ZAMBOANGA, PORT DAR-
WIN, THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNE
"CHANGSHA" 26th "Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PCU	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 22nd Sept, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 29th Sept, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).Steamship
"SOUTH AMERICA" About
10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.**TSIN TING.**
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUAIR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS. DESTINATIONS. TO SAIL
BRISGAVIA SHANGHAI, KOBE AND YOKOHAMA 28th September.
HABSBURG SHANGHAI, YOKOHAMA AND KOBE 29th September.
SEGOVIA YOKOHAMA AND KOBE Beginning of October.
SITHONIA SHANGHAI, KOBE AND YOKOHAMA 14th October.
C. FERD. LAEISZ SHANGHAI, YOKOHAMA AND KOBE 28th October.
ANDALUSIA SHANGHAI, KOBE AND YOKOHAMA 13th November.
AMBRIA SHANGHAI, YOKOHAMA AND KOBE 22nd November.

HOMEWARD.

* SCANDIA NAPLES, HAVRE, ANTWERP & HAMBURG, 20th September.
LIBERIA Via SINGAPORE, PENANG AND COLOMBO 26th September.
SENEGAMBIA HAVRE and HAMBURG, 2nd October.
SUEVIA Via SINGAPORE, PENANG AND COLOMBO 16th October.
HABSBURG NAPLES, HAVRE and HAMBURG, 30th October.
BRISGAVIA Via SINGAPORE, PENANG AND COLOMBO 13th November.
SITHONIA HAVRE and HAMBURG, 27th November.
RHENANIA Via SINGAPORE, PENANG AND COLOMBO 11th December.* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILEZIA."

COAST SERVICE.

DAPHNE NAGASAKI AND WLAIVOSTOCK Beginning of October.
KOWLOON SHANGHAI AND CHINKIANG To follow.
LYDIA SHANGHAI AND CHINKIANG To follow.* Taking Cargo at through rates to Tsingtao and Chemulpo.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 17th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
S'GAPORE, PENANG & CALCUTTA "POKSANG" WEDNESDAY, 19th Sept., 3 P.M.
SHANGHAI via SWATOW "CHOYSANG" WEDNESDAY, 19th Sept., 4 P.M.
TIENSIN via SWATOW & CHEFOO "CHIPSING" THURSDAY, 20th Sept., 4 P.M.
MANILA "MAUSANG" FRIDAY, 21st Sept., 4 P.M.
SANDAKAN "MAUSANG" FRIDAY, 21st Sept., 4 P.M.
S'GAPORE, PENANG & CALCUTTA "KITSANG" THURSDAY, 27th Sept., 3 P.M.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th September, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"RADNORSHIRE"
will be despatched for the above Ports, on
or about the 18th instant.For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 13th September, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"AUSTRALIAN,"
Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.THE Steamship
"KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
Yok Building,
Hongkong, 11th September, 1906.HONGKONG AVERAGE MARKET
PRICES.

Corrected 13th September, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 20
" Corned—Ham Ngau Yuk 20
" Roast—Shiu 20
" Breast—Ngau Lam 15
" Soup, Tong Yuk 15
" Steak—Ngau Yik Pa 30
" Sirloin—Ngau Lan 30
" Sausages—Ngau Yuk Chaung 26
" Bullock's Brains— " Know per set 10
" Tongue fresh—Ngau Li each 50
" " corned—Hain Ngau Li 55
" Head—Ngau Tau 80
" Heart—Ngau Sum 12
" Hump, Salt—Ngau Kin 20
" Feet—Ngau Kerk each 7
" Kidneys—Ngau Yiu 10
" Tail—Ngau Mei 17
" Liver—Ngau Con 12
" Tripe (undressed)—Ngau To 7
" Calves' Head and Feet—Ngau-chai-
tau-keok set 100
" Mutton Chop—Yeung Pai Kwat 24
" Leg—Yeung Pei 24
" Shoulder—Yeung Shau 22
" Pigs' Chitlings—Chi cheong 24
" Brains—Chi Know per set 2
" Feet—Chi Kerk 12
" Fry—Chi Chak 12
" Head—Chi Tau 10
" Heart—Chi Sum each 9
" Kidneys—Chi Yiu pair 7
" Liver—Chi Kon 25
" Pork, Chop—Chi Pai Kwat 23
" Corned—Ham Chu Yuk 23
" Leg—Chu Pei 23
" Fat or Lard—Chu Yau 15
" Sheep's Head and Feet—Yeung Tau
Keok set 55
" Heart—Yeung Sum each 6
" Kidneys—Yeung Yiu 10
" Liver—Yeung Con 24
" Sucking Pigs, To Order—Chu Chai 16
" Suet, Beef—Sang Ngau Yau 24
" Mutton—Sang Yeung Yau 24
" Veal—Ngau Chai Yuk 20
" Sausages—Ngau Chai Yuk Tong 20

FRUITS.

Almond—Hung Yau 18
Apples, (California)—Kam San Ping 22
" Ko 28
" (Chefoo)—Tin Chun Ping 6
" Small—Hoi Tong 53
" Custard—Fan Lai Chi each 3
" Bananas, fragrant, Canton—Sang Sheng
Heung Chiu 4
" (brides), Macao—San Heung Chiu 10
" Chestnuts, Chinese—Fong Lut 10
" Carambola—Yeung Tso 9
" Cocoanuts—Yeh Tsz 7
" Grapes—Sin Tai Tsz 7
" Lemons, China—Ning Moong 7
" Amer.—Kum San Ning Moong 7
" Lichees, Dried—Lai Chi Con 53
" Fresh, Lai Chi 7
" Limes, (Saigon)—Sai Kung Ning
Moong set 7
" Mango, Manila—Lui Sung Moong 24
" Mango, Saigon—Sai Kung Moong 24
" Mangosteens, San Chuk Tsz doz.
" Oranges, (American)—Sang Sheng Tim
Chang each 6
" Small—Tai Kut caty
" Mandarin—Tim Kut 8
" Olives—Pak Lam dozen 18
" Passion Fruit 9
" Pears, (American)—Kam San Shut Li 12
" (Canton), Cooking—Sa Li 10
" (Shanghai)—Sheung Hoi Li 8
" Peanuts—Fa Sang 10
" Persimmons Large—Hung Chie 8
" Pine-apples, 1st quality—Sheung Poon
Ti Paw-law each 1
" " and coking—Chung-tang
Paw-law 2
" Plums—Tai Chen 2
" Plums, Swatow—Hung Lai 10
" Pomeo, Siam—Chim Lo Yau 12
" Walnuts, Hop Tou 12
" Green—Sang Hop Tuo 12

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah
Chi Chau 1
Beans, (French) Macao—Oh Moon Pin
Tau 1
Beans, (French), Shanghai—Sheung Hoi
Pin Tau 1
Beans, Sprout—Ah Choi 6
Beans Long—Tau Kok 2
Beet Root—Hung Choi Tau each 4
Brinjals, Green—Cheng Yuen Ker 4
Brinjals, Red—Hung Ker 4
Brassica—Pak Choi 4
Bamboo Shoots—Chook Shun 24
Cabbage, Chinese, com.—Kai Choy 2
Cabbage Root—Kai Lan Tau each 2
Cabbage, (Shanghai)—Yeh Choi 1
Cane Shoots, bunch—Kau Shun 1
Cauliflower, Large size—Tai Yeh Choi
Fa each 1
Cauliflower, Medium size—Cheung Yeh
Choi-fa each 1
Cauliflower, Small size—Sai Yeh Choi-fa 10
Carrots—Kam Shun 10
Celery, Chinese—Tong Kan Choy 10
Celery, English—Yeung Kan Choi 1
Celery, White—Pak Yeung Kan Choi 16
Chillies Dried—Con Lat Chiu 10
" Red—Hung Fa 10
" Green—Cheng Lat Chiu 10
Curry Stuff, English—Ka Lee Choi Liu
Cucumbers—Cheng Kwa 1
Bitter Squash—Fu Kwa 5
Garlic—Suen Tau 7
Ginger, young—Sun Tsz Keung 8
" old—Lo Keung 6
Horse Radish, Shanghai—Lik Kan piece 4
Indian Corn—Suk Mai each 1
Lettuce—Yeung Sang Choi 1
Water Chestnuts—Ma Tai 6
" Mandarin—Kwei Lum Ma Tai 5
Musk Melon 15
Mushrooms Fresh—Sang Cho Kho 45
Onions, Bombay—Yeung Chung Tau 6
" Green—Sang Chung 4
" Shai—Sheung Hoi Chung Tau 4
" Japan—Yat Poon 1
Okroes—Mo Ker \$2.30
Parsley, English—Yeung Un Sai 1
Grass Pea 2
Green Peas—Cheng Tau 2
Potatoes, Sweet—Fan Shu 3
" Shanghai—Sheung Hoi Shu
Tau 3
" Japan—Yat Poon Shu Tsz 3
" American—Fa Ki 1
" Foochow—Pak Chan Shu Tsz 1
" Macao—Oh Moon 2
Pumpkin—Toong Kwa 3
Radish—Hung Lo Pak Tsz dozen 3
Rhubarb 3
Shallots—Con Chung Tau 3
Spinage (Chinese)—Paw Ohoi 4
Spinach—Yin Choi 4
Tomatoes—Fan Ker 10
" Taros—Wu Tau 5
Turnips, Pun-ti (Long)—Low Pak 3
" English—Yeung Low Pak, piece
Vegetable Marrow—Chit Kwa 3
Water Cresses—Sai Yeung Choi 10
" Calrops—Lan Kok 1
" Lily Roots—Lin Ngau 1
Vams—Tai Shu 1

POULTRY.

Chicken—Kai Chai 27
Capons, Large, Small—Sin Kai 32
Ducks—Ap 22
Doves—Pan Kau each 4
Eggs, Hen—Kai Tan per doz. 26
Fowls, Canton—Kai 32
" Hainan—Hoi Nam Kai 28
Geese—Ngo 24
Geese, Wild Shanghai—Sheung Hoi Ye
Ngo pair 5
Musk Deer—Wong Keng each 5
Hare—Tu Chai 6
Partridge—Che Khoo 26
Pheasant—Shan Kai pair 26
Pigeons, Canton—Pak Kup each 26
" Hoihow—Hoihow Pak Kup 23
Quail—Um Chun 1
Rice Birds—Wo Fa Cheuk dozen 26
Snipe—Sa Chui each 45
Turkeys, Cock—Fo Kai Kung 60
" Hen— " Na 45
Wild Ducks, Shanghai, Sui Ap pair 1
Teal, Shanghai, Sui Ap Chai each 1
Wild Ducks Canton—Sang Shing Sui
Ap per pair 1

FISH.

Barbel—Ka Yu 15
Bream—Bin Yu 14
Canton Fresh Water Fish—Hoi Sin Yu 24
Carp—Li Yu 18
Catfish—Chik Yu 15
Codfish—Mun Yu 15
Crabs—Hai 18
Cuttle Fish—Muk Yu 13
Dab—Sa Mang Yu 14
Dace—Wong Mei Lun 12
Dog Fish—Tit Tu Sa 10
Eels, Congor—Hai Man Yu 16
" Fresh water—Tam Sui Yu 28
" Yellow—Wong Sin 24
Frogs—Tien Kai 32
Garoupa—Sek Pan 60
Gudgeon—Pak Kup Yu 12
Herrings—Tao Pak 18
Halibut—Cheung Kwan Yu 24
Labrus—Wong Fa Yu 20
Loach—Wu Yu 22
Lobsters—Lung Ha 28
Mackerel—Chi Yu 10
Monk Fish—Mon Yu 24
Mullet—Chai Yu 22
Oysters—Sang Hoo 20
Parrotfish—Kai Kung Yu 18
Perch—Tau Loo 19
Pike—Fa Paw Poong 18
Plaice—Pan Yu 24
Pomfret, Black—Hak Chong 28
Pomfret, White—Pak Chong 40
Prawns—Ming Ha 18
Ray—Pei Pa Sa 26
Rock Fish—Sek Kau Kung 16
Roach—Chun Yu 28
Salmon, (Cton), fresh water—Ma Yau
Yu 32

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.
In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.Price \$10.50 per case of 48 bottles (quarts
or 6 doz. pints).

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1905.

FOR SALE.

WELSBACH'S IN-
DOOR AND OUT-
DOOR 4-LIGHT
GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-
NEYS, GLOBES,
SHADES, &c., &c.and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.TAI KWONG CO.,
109, Des Vaux Road Central.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Hongkong, 1st September, 1906.

Mails.

THE PENINSULA AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for NATALIA,
PERSIAN GULF, CONTINENTAL, AFRICA,
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Capt. J. H. HIDE, R.N.R., arrives Hong Kong
Mails, will be despatched from this for BOM-
BAY, on SATURDAY, the 22nd September,
at Noon, taking Passengers and Cargo for the
above Port in connection with the Company's
S.S. China, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hong Kong.

Silk and Valuable, all Cargo for Europe
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 3rd November, 1906.

Parcels will be received at this Office until
P.M. the day before sailing. The Consignments and
Values of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent,
Hong Kong, 8th September, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, CAL-
CUTTA, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAYRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS

The S.S. "SALAZIE."

Captain A. Aillard, will be despatched for MAR-
SEILLES on TUESDAY, the 2nd October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. OCEANIAN 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEUC 27th November.

G. DE CHAMPEAUX,
Agent.

Hong Kong, 18th September, 1906.

Announcements.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEVSEN & CO.,

HONGKONG AGENTS.

Hong Kong, 15th November, 1906.

ACHEE & CO.

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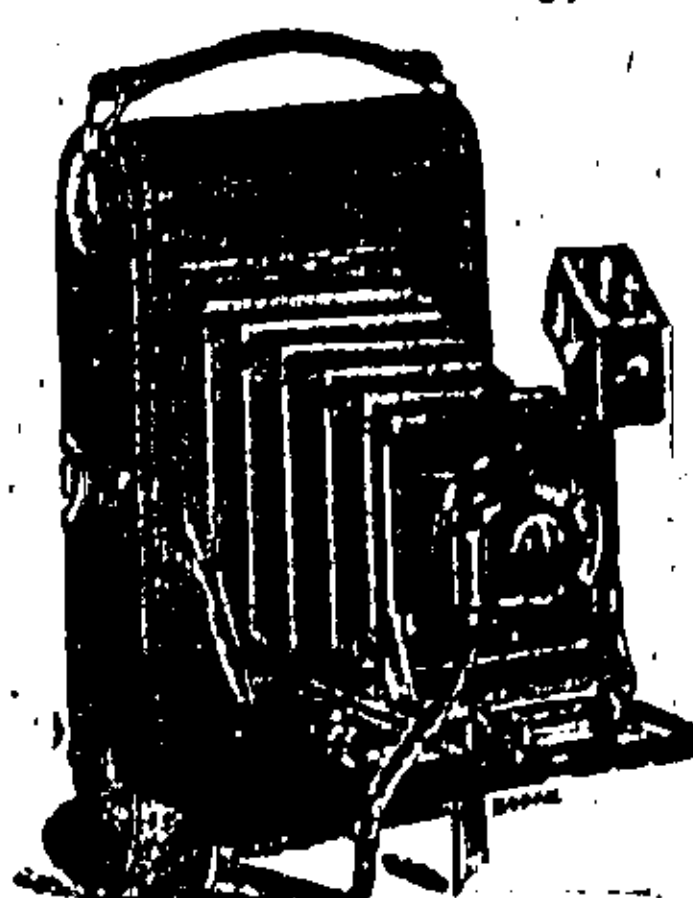
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Hong Kong, 18th Sept. 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000	\$1,712,472	{ 1.15/- @ Ex. 2 1/10 = \$16.47 for first half- year 1906	5 1/2 %	{ \$800 sellers London \$95.10/-
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$325 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$56,279 \$800,000 \$31,798 \$15,527 \$100,000 \$290,488 \$2,616	\$2,702,271	Interim div. of \$50 for 1905	4 1/2 %	\$785 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000 \$31,798 \$15,527 \$100,000 \$290,488 \$2,616	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$147,895	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$147,895	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$88,941 \$250,000 \$600,000 \$144,386 \$120,000 \$280,918 \$3,999	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$250,000 \$600,000 \$144,386 \$120,000 \$280,918 \$3,999	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$28 ea. & b.
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895	£4,472	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$400,000 \$414,444	Tls. 23,156	Interim div. of Tls. 2 1/2 @ ex 1906	9 %	Tls. 56 sellers
Do. (Preference)	100,000	£1	£1	\$400,000 \$414,444	£207,815	Interim div. of Tls. 1 1/2 @ ex 1906	6 1/2 %	Tls. 50 buyers
Tell Transport and Trading Company, Limited	2,000,000	£1	£1	\$50,000 \$32,917	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	5 1/2 % 3 1/2 %	\$29 \$20
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 87,200	13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
Taka Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$850,000 \$450,000 \$56,129 none Tls. 100,000	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$158
TELEPHONES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	\$1,000,000 \$147,895	\$132,588	\$1 for 1897	...	\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$147,895	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sales
Bank Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 3,723		...	
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$80,000 £26,011 none	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
South Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$25,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 %	\$103
Long Id Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$40,500	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$133
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	22,000	Tls. 100	Tls. 100	Tls. 2,973 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 ex d. ea.
Whangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 1/2 %	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$29,516	\$8,418	\$3.00 for year ended 30.6.1906	10 1/2 %	\$30
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.00 on \$7 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	\$2.00 on \$7 for 1905	13 1/2 %	\$15 buyers
Do. (Founders)	123	\$15	\$15	none	\$4,719	None	8 1/2 %	\$115 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$50,000	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 2,973	Tls. 1,935	Final of 6 1/2 = 10 % for 1905	17 1/2 %	Tls. 14 sales
Hotel Metropole Company, Limited	3,000	\$100	\$100	none	\$4,099	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	17,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 107 1/2 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 76 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$137 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 68 sellers
Luen-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$91 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	\$126	\$126	\$814	\$856	1 1/2 per share for 1905	8 1/2 %	\$72
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$107 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 880	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$103
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$90.60
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,884	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$450,000 \$500,000 \$160,000	\$52,291	Int. div. of 75 cents for 1905 year ended 30.6.06	9 %	\$22 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$160,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$253 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents for 10 months ending 18.10.05	8 1/2 %	\$144 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	\$115 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1 year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	none	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,503 Tls. 27,603 none	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 ex div.
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,334	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 6 for 1904	12 %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 81 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1 year 1906	...	Tls. 365
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$4,134	Interim div. of 5/- for 1 year 1906	...	Tls. 280
Union Laundry Company, Limited	20,000	\$5	\$5	none	\$4,134	None	8 1/2 %	\$22 buyers
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	{ 70 cents for year ended 31.5.1906 \$0.90	8 1/2 % 6 1/2 %	\$8 \$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Wantschappi tot Mij, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$		